C2 Cancel'd.

drives a common ring gear. With such a symmetrical configuration, undesirable forces are especially well compensated.

Replace the paragraph at page 5, lines 13-18 with the following paragraph:

C3

Furthermore, provision can be advantageously made according to the invention for the individual components of the tube motor to be locked together for the final assembly of the tube motor. Then the assembly of the tube motor can be accomplished without special tools, which is also favorable in the event of disassembly of the tube motor. This works against the individual components of the tube motor simply falling out.

Replace the paragraph at page 5, lines 21-24 with the following paragraph:

C4

Additional advantageous embodiments and details of the invention are set forth in the following description, which is described in greater detail and explained with references to the embodiment examples illustrated in the appended drawings in which:

Replace the paragraphs beginning at page 6, line 7 and ending at page 7, line 1 with the following paragraphs:

C5

Figure 1 shows a tube motor 1 with an electric motor drive 3 in a motor housing 2. This drive 3 has brushes 4 in contact with a collector 7. Also clearly shown is a drive shaft 8 on which a rotor 9 is mounted. Present on the free end of the drive shaft 8 is a pinion 12 with oblique toothing. Driven by the pinion 12 are two symmetrically arranged cogwheels 13, which run axially to the drive shaft 8. Only one cogwheel 13 can be seen in Figure 1, since the sectioning line is in the area of the second cogwheel in which the second cogwheel does not lie.

The cogwheels 13 are rotationally mounted on the cogwheel axes 14. The cogwheel axes 14 are in turn mounted on a gear retainer 17 located on the open face of the motor housing 2 facing toward pinion 12. The gear retainer 17 then forms the frontal part of the motor housing 2 and is nondetachably joined to the motor housing 2. Each of the cogwheels 13 has two reducing stages, namely one reducing stage 18 that meshes with the pinion 12 and a second reducing stage 19, which is designed as an interior pinion and drives a ring gear 22. The toothed

C5 cncld.

wheel-work located behind the drive shaft 8 of the drive 3 is covered by a tube-like cover part 23 and screwed together with the gear retainer 17 by means of a fastening screw 24. The ring gear 22 thus driven then works together with a wrap-spring brake 27 and with a sun wheel 28 of a reducing gear, namely a planetary gear drive 29 with a driven shaft 30, in such a way that driven shaft 30 is secured against rotation by means of the wrap-spring brake 27 when the drive 3 is disengaged. Figure 2 depicts the reducing gear, namely the planetary gear drive 29, in an enlarged view. Clearly shown are the ring gear 22 and the sun wheel 28 working together with the ring gear 22. Located between the ring gear 22 and the sun wheel 28 is the wrap-spring brake 27. The wrap-spring brake 27 has a wrap spring 32 and an annular element 34 located between a gear box 33 and the wrap spring 32 mounted on the gear box 33 so as to be free of torsion.

Replace the paragraph at page 7, lines 8-15 with the following paragraph:

C6

The peripheral area of the annular element 34 has two recesses 37 that are provided for receiving locking hooks and should make possible a locking of the annular element 34 on the gear box 33. In Figure 4 as well, which depicts a cut along the line A/A in Figure 3, a recess 37 is clearly evident. Due to the tension-release tendency of the wrap spring 32, the wrap spring 32 presses radially against the inside of the annular element 34. Then a turning of the wrap spring 32 in relation to the annular element 34 is possible only when the wrap spring 32 is turned against its tension-release tendency.

Replace the paragraphs beginning at page 8, line 25 and ending at page 9, line 10 with the following paragraphs:

C7

As shown in Figure 2, the sun wheel 28 drives three planets 58, although only one planet is depicted in the section according to Figure 2. The planets 58 roll of on an inner toothing 59, which is present on the inner side of the gear box 33. This inner toothing 59 extends from the side of the gear box 33 facing toward the ring gear 22 to a shoulder 62, which axially bears the driven shaft 30. The outer toothing of the annular element 34 matches the inner toothing 59, so that the annular element 34 can be inserted for installation in the toothing 59.